NEW PUBLICATIONS.

BIOGRAPHY OF EZRA CORNELL, Founder of Cornell University. A Fihal Tribute. Smo. pp. 322. New-York: A. S. Barnes & Co.

The author of this work, ex-Governor Corneil, asks in its preface that it may be regarded not so much as a life of his father as a study for such a life. He states that it was prepared originally for ivate circulation, and that it is given to the public only at the urgent solicitation of friends and mainly for the purpose of placing the facts which it presents in form for safe preservation for future use by other and abler pens." But the disclaimer is unnecessarily modest. This filial tribute, although without literary pretension, serves its purpose admirably if the main object of biography be to exhibit with clearness and directness what manner of man its subject essentially was. For no one can rise from a careful perusal of this book without having formed a just and accurate estimate of the beneficent life of Ezra Cornell.

The founder of Cornell University sprang from good old Puritan stock. Both his parents, who were of Quaker descent, could trace their ancestral lines back to the original settlement at Plymouth. His father was born in Massachusetts and his mother in Dutchess County, N. Y. The chapter devoted to sketch of the salient features of their modest history shows that they were strong and sterling characters. Their lines did not fall in pleasant placesthey knew the many trials and privations incident to a pioneer life. But they would seem to have met their responsibilities with cheerful courage, generonsly to have befriended the weak and friendless, and to have trained up their children at all points with intelligent fidelity. Ezra himself first saw the light at Westchester Landing, Westchester County, N. Y., January 11, 1807. And although he will always figure on the roll of our Commonwealth as emphatically a self-made man, nevertheless his biographer indicates that he inherited some notable aids to fortune. His parents transmitted to him an iron constitution for one thing; unbending integrity for another; what may be called a genius for patient industry for a third. Like most of those whom Fate destines for a great career, he had a passion for knowledge, which circumstances no matter how untoward could not baffle. As an evidence of the intense earnestness with which he embraced every desperate chance of securing an education we are told that "at the age of sixteen, with the sole ald of his brother who was one year his junior, he undertook the chopping and clearing of four acres of heavy beech and maple woodland, ploughing and planting it to corn, as the condition of being permitted to attend school during the winter term. The task was successfully accomplished." It may be noted here that the bent of Mr. Cornell's mind was nothing if not practical. He never was a dreamer, and if he ever saw "visions" no account of them has survived him. His favorite books were not such as nourish the imagination or stimulate the fancy. A treatise on mechanics he devoured with avidity; science in any of its phases had for him an irresistible charm. But the years of his schooling were few and fragmentary, and at the age of eighteen " he sallied forth from the parental roof in quest of business." He soon found what he sought. His first venture was at Syracuse, where he remained two years getting out timber for shipment by canal to New-York City. Then he removed to Homer and gave a year to making wool-carding machinery. From Homer he passed to Ithaca, and in the last named place, with which his name will always be identified, he spent the first years of his young manhood from 1828 until 1841. During that period he engaged in a variety of avocations. He was by turn a carpenter, a builder, a machinist, a millwright, an inventor, a civil engineer and the general manager of large and important business interests. In each of these fields of effort he achieved a large measure of success. He was no Jack-of-alltrades. But such was his native force and sagacity. his aptitude, his industry, that he mastered whatever he undertook. The withdrawal of his em-ployer from business in 1841 left Mr. Cornell with nothing to do. It looked like a misfortune, but it gave him a golden opportunity to improve his fortunes. "For by a curious combination of circum stances," says his biographer, " he was thrown into contact with the men who were just then casting about with the infant telegraph in their keeping, quite at a loss to know how to utilize the grand in strumentality which was destined to revolutionize the social and commercial customs of the entire civilized world." The six chapters that are devoted to detailing Ezra Cornell's part in the origin and development of the telegraph system of this country are among the most interesting in the volume. He

The age of fifty found Mr. Cornell, as a result of his extensive telegraph investments, in possession of an ample fortune. Then the man of business blossomed out as a philanthropist in the best sense of that much abused word. First he established a public library at Ithaca free for the use of every citizen of Tompkins, the county of his adoption, and afterward, as his income increased and multiplied, he conceived and carried out the noble scheme which added Cornell University to the jewels of the State. More space, relatively speaking, is devoted to the Library than to the University, for the reason, as the ex-Governor explains, that it is believed that the Library was the influence which in a large measure prepared his father's way for his subsequent course. The sketch of both the Library and the University is full of interest. The aggregate of Mr. Cornell's gifts to the University is placed at the magnificent sum of three and a half million dollars. Other chapters of the biography treat of his public life, the patriotic part he played in the civil war, his taste for agricultural pursuits, the railroad and other great enterprises in addition to the telegraph, in which he was engaged, his family and domestic relations, and his personal

had faith in the tremendous enterprise from the first, and showed his faith by unreserved devotion

to it with brain and hand and purse. His great

monument is, indeed, the University that bears his

name, but it will be impossible to perpetuate the story of the rise and progress of the telegraph in

America without at the same time keeping his mem-

Over the principal entrance of the beautiful villa which Ezra Cornell was erecting when the last summons reached him are carved the words, "True and Firm." The biographer with signal propriety has transferred the u to the head of his title page. A true and firm man stands revealed in every one of these pages. The book is a potent incentive to the aims and deeds that make life worth living.

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OFFICE OF THE CLERK OF THE COMMON COUNCIL.

NO. 8, CITY HALL, NEW YORK, May 20, 1884.

Pursuant to directions given use in the following resolution, which was adopted by the Common Council May 19, 1884, and approved by the Mayor the same day viz:

"Resolved, That Thursday, 5th day of June, 1884, at 11 o'clock a un, and the Chamber of the Board of Aldermen be and are designated as the time and place when and where the applications of the New-York City Radiread Company, Second Avonne Radiroad Company, Forty-second Street, Manbattan and St. Nicholas Avenue, will be considered, and that public notice be given by the Clerk of this Board by publishing the same daily for fourteen days, Sundays excepted, in two papers published in this sity, to be designated therefor by his Homor the Mayor, according to the provisions of chapter 252 of the Laws of 1884.

PUBLIC NOTICE is hereby given that at the time and place named in the said resolution, will be considered, as required by section of the property of the provisions of the said applications are as follows:

The said applications are as follows:

THE NEW-YORK CITY RALLROAD COMPANY.

THE NEW-YORK CITY RAILROAD COMPANY.
OFFICE OF THE NEW-YORK CITY RAILROAD COMPANY,
NO. 501 FIFTH AVENUE, CORNER FORTI-SECOND STREET,
NEW-YORK, May 10, 18-44. To the Honorable the Mayor, Aldermen and Commonality of the City of New York:

The New York City Hallroad Company (a corporation daly organized under, by virtue of and pursuant to chapter 252 of the Laws of 1884, of the State of New York, entitled, "An act to provide for the construction, extension, maintenance and operation of street surface railroads and branches thereof in clies, towns and villageas, in conforming to said law, respectfully make this application for your consent that this company may construct, maintain, operate, meet that the company may construct, maintain, operate, meet that the company may construct, maintain, operate, meet that they want of the city and also through, upon and along the following-named streets, avenues, roads or highways of this city; and also through, upon and along any private property which said company may acquire for the purpose, and may also construct such swifeles, skilings, turnous and turn-tables and suitable stands as may be necessary for the convenient working of such road; and that a the election of this company, this company may operate any portion of its road by a minai or bore power, or by cable traction or any power other than locomotive steam power.

And this application for your consent is made upon the express con lition that the provisions of said act pertinent there to shall be compiled with.

The roate embraced in this application, and the streets, avenues, roads, or highways above referred to are as follows.

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From connections with the ferries at the foot of East Nine. to the Honorable the Mayor, Aldermen and Commonalty avenues, roads, or highways above referred to are as follows, viz.:

From connections with the ferries at the foot of East Ninety-second street. East River, running themce westerly through, upon and along East Ninety-second street to First avenue; there a south to through, upon and along East avenue; there are the first avenue, and along East Twenty-third street themee through, upon and along East Sixty-first street through, upon and along East Sixty-first street through, upon and along East Eity-first street to connections with ferries at the foot of that street, farst viver; Also, connections in First avenue, at East Fifty-second street, through, upon and along East Fifty-second street, through upon and along East Fifty-second street, through upon and along East Thirty fourth atreet, to the foot of that street, East river;

Also, with connections in First avenue easterly to connections with the ferries at the foot of East Thirty fourth, sixth street, torough, upon and along East Twenty-sixth street, for connections with ferries at the foot thereof, East river, Alpo, from the foot of East Forty-second street. East river, Alpo, from the foot of East Forty-second street. East river, Alpo, from the foot of East Forty-second street. East river, wiret to connections with ferries at the foot thereof, East river, Also, from the foot of East Forty-second atreet, East river, will connections with any ferries from that street westerly through, upon and along East Forty-second atreet and through the usual in that street, and through, upon and along West Forty-second atreet, the foot of West Forty-second atreet. Hudson river, Also, from connections with the ferries at the foot of West Forty-second atreet. Hudson river, Also, from connections with the route of this company in West Forty-second street, at front avonue, thence southerly through upon and along Tenth avenue to West street; theme sometherly through, upon and along West street to Vestry street; somherly through, upon and along West street to Vestry street:

Also, from connections with the route of this company in Teuth avenue, at West Thirty fourth street, thesee westerly through upon and along West Thirty-fourth street to connections with ferries at the foot of that street. Hudson river; Also, from connections with the route of this company in Teuth avenue, at West Twenty-seventh street; through, upon and along west twenty-seventh street to Eleventh avenue; thence southedly, through, upon and along gleventh avenue; thence southedly, through, upon and along fleventh avenue to connections with this company in Teuth avenue, at West Twenty-third street;
Also, from connections with the route of this company in Teuth avenue, at West Twenty-third street, through, upon and along West Twenty-third street, through, upon and along west Twenty-third street, to connections with the route of this company in Teuth avenue, at West Fourteenth street; thence westerly, through upon and along West Tourteenth street in Councetions with any ferries which may be established at the foot of that street, Hudson river.

Also from connections with the route of this company in Tenth avenue, at West Thirteenth street; thance westerly, through, upon and along West Theretenth street in councetions with the rout works at the foot of that street, Rudson river:

Also from connections with the route of this company in Tenth avenue, at West Thirteenth street; thance westerly, through, upon and along West Thirteenth street, Rudson river:

Also with expenses the counce the counce the street of the connections with the iron works at the foot of that street, Rudson river:

Also with expenses the counce the street at West Tenth street, also with expenses the counce there.

tions with the iron works at the lost take the lost take in the free; Alas, with connections in West street, at West Tenth street, with Liverpool Steamship Line at the foot thereof; Also, with counsellons with this company in West street, at Canse-voat stree; it case westerly through upon and along Canse-voat street to connections with the forry at the foot of that street, Hudson river; Also, with connections in West street, at Christophor street, with ferries at the foot of Christophor street, Rudson river;

their Alao, with connections in West street, at Clarkson street, Alao, with connections in West the foot thereof; with Liverpool Steamship Line at the foot thereof; Alao, with connections in West street, at Unariou street, with Liverpool Steamship Line at the foot thereof; Alao, with connections in West street, at Desbrosses street, Alao, with the ferries at the foot of Desbrosses street, Hudson with the ferries at the foot of Desbrosses street, Hudson with the ferries at the foot of Desbrosses street, Hudson with the ferries at the foot of Desbrosses street, Hudson with the ferries at the foot of Desbrosses street, Hudson with the ferries at the foot of Desbrosses street, Hudson with the ferries at the foot of Desbrosses street, Hudson with the ferries at the foot of Desbrosses street, Hudson with the ferries at the foot of Desbrosses street, Hudson with the ferries at the foot of Desbrosses street, Hudson with the ferries at the foot of Desbrosses street, and the ferries at the foot of Desbrosses street, and the ferries at the foot of Desbrosses street, and the ferries at the foot of Desbrosses street, at the foot of Desbrosses street, and the ferries at the foot of Desbrosses street, and the ferries at the foot of Desbrosses street, and the ferries at the foot of Desbrosses street, and the ferries at the ferries at the foot of Desbrosses street, and the ferries at the ferries Also, with connections in West street, at the foot of Vestry street, with Hudson river bests at the foot thereof.

The said route is to be laid with double tracks of iron or steel or steel/seed rails.

And your meracrialist will ever pray.

NEW-YORK CITY RAILEDAD COMPANY.

BY ELLOTT F. SHIPARD, President

WALTER 1. MCCONKLE, Secretary.

THE SECOND AVENUE RAILROAD COMPANY.

THE SECOND AVENUE RAILROAD COMPANY. To the Honorable Board of Aldermon of the City of New-York:
The Second Avenue Railroad Company hereby in thes application for the consent of your thoreable Body that the said company may construct, maintain, operate, use and extend a railroad with adouble track on the surface of the soil, through, upon and along the First avenue in said city, from the Harlem erver to Firty-seventh street, and thence also with a double track through, upon and along Fifty-seventh street to the second avenue, to connect with its present track in said Second avenue; and also a branch relivant at the double track through, upon and along Nucly-sixth street from its present track in Second avenue, to connect with its proposed track in First avenue; and also may construct such aveiches, sidings, turn-outs a sid turn-tables and suitlable siands as may be necessary for the convenient working of such roads.

WM. S. THORN, President.

Dated New-York, May 10, 1834.

THE FORTY-SECOND STREET, MANHATTANVILLE THE FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE RAILWAY COMPANY.

To the Common Council of the City of New-York:
The patton of the Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company respectfully shows:
That they are a corporation heretolore organized for the purpose of building and operating a street surface railroad. That they are a corporation heretolore organized for the purpose of building and operating a street surface railroad. That in pursuance of Chapter 25d of the Laws of 1884, outlided "An act to provide for the construction, ottension, maintenance and operation of street surface railroads and branches thereof in cilies, towns and villages," passed May 6, 1884, they have decided to construct maintain, operate, use and extend a railroad or branches on the surface of the soil through, upon and along the following streets, avenues reads or highways in the City, County and State of New York, namely:

First.—Commoning at the existing tracks of this company in Forty-second street, at the westerly line of the lienth avenue, thence through, along and upon Forty-second street with double tracks, to the East Hiver; also from Forty-second street and First avenue, through and along First avenue, with double tracks to Thirty-fourth street.

Second—Also communcing in Forty-second street where the same is intersected by Seventh avenue, with double tracks to Broalways; these chrough, along and upon Broadway and seroes the circle and Eighth avenue, with double tracks to broadway; these chrough, along and upon Broadway and seroes the circle and Eighth avenue, with double tracks to be observed parks in the centre of said Boulevard; the Boulevard and said as near and Boulevard parks in the centre of said Boulevard parks in the centre of said Boulevard parks in the centre of said Boulevard parks as the certificate, signed by their Board of Directors, as required by and statute, stating the name of the city of New York to the constructed, the blaces from and to which the same are to AND ST. NICHOLAS AVENUE RAILWAY COMPANY.

AND ST. NICHOLAS AVENUE RAILWAY COMPANY, By GEO. M. VAN NORT, President. ALFRED WAGSTAPP, Secretary. All persons interested in the foregoing applications are hereby notified to be present at the time and place mentioned in the resolution.

FRANCIS J. TWOMEY. Clerk Com. Council. Co Whom It Man Concern.

TO THE HEIRS AND LEGAL REPRESENTATIVES OF JACOB KAUPFMAN, late of Manheim Township, Lancaster County, Pennsylvania, deceased.
You are hereby notified that by virtue of an order of the
Orphans Court of Lancaster County, in the State of Pennsylvania, to me directed, i will held an inquest to divide, part or
value the real estate of the above-named Jacob Kauffman, deceased, situated in East Hompited and Manheim Townships,
in the County and State afore-said, on the premises on Friday
the 20th day of June, A. B. 1884, at 10 of clock a. m., when
and where you may attend if you think proper.
JOHN H. HIGH,
Sheriff.

Speriff's Office, Lancaster, Penn., May 17, 1884.

GRATEFUL-COMFORTING. EPPS'S COCOA.

BREAKFAST.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocos, Mr. Lypa has provided our breakfast tables with a delicately nav Lypa has provided our breakfast tables with a delicately nav Lypa has provided our breakfast tables with a delicately nav Livis by the Judicions one of such articles of diet that a constitution may be gradually built up until strong enough to censist every tendency to disease. Hundreds of subtle missiles are footing ground us ready to attack where ever thee is a weak point. We may escape many a fatal shaft by keeping corrective well fortified with pure blood and a properly nourisated frame. "Civil Service Gazette.

Made simply with holling water or milk. Sold only in half pound thus, by Grocers, labelled thus JAMES EPP'S & Co., Homeespathic Chemists, London, Eugland.

Steamboats and Railroads.

ALBANY BOATS, PEOPLE'S LINE, DREW and ST. JOHN.
Leave Pier 41, N.R., foot of Canal-st., every week day at 6

A .-TROY BOATS, CITIZENS' LINE.

4 North River, foot Christopher-at, daily except Saturday, at 5 p. m., connecting with morning trains for the North and West. Suminy's steamer touches at Albany. A DVERTISEMENTS FOR THE NEWYORK TRIBUNE WILL BE RECEIVED AT THE
UPTOWN OFFICES, No. 1,238 Broadway, corner Thirty
firstst, until 9 p.m., and 308 West Twenty-third-st, corner
Eighth-ave, No. 92 East Fourteenth-st, corner Union Square,
760 Third-ave, corner Forty-seventh-st, Nos. 1,007 Thirdave, near Sixtleth-st, and at the HARLEM OFFICE, 2,300
Third ave, corner One-hundred-and-twenty-fifth-st, up to
\$ p.m., at regular office rates.

PALL RIVER LINE

FOR BOSTON AND EAST. FOR BOSTON AND FAST.

Splendid steamers PILGRIM and PROVIDENCE leave New Yorkslaiv (SUNDAYS INCLUDED) at 5 p.m. from Pier 28, N. R., foot of Murray-st. Connection by ANNEX BOATS from Brooklyn at 439 b.m.; Jersey City 4 p.m. TICKETS, STATERO'MS, &c., can be obtained at all principal hotols; transf-r and ticket offices at Pier 24, N. R., and on steamers, FREIGHT.—This line has a fleet of steamers enraged exclusively in the fresht service, thus insuring prompt and reliable movement. Rates as low as other lines.

BORDEN & LOVELL, GEO. L. CONNOR, Agents.

Gerl Pass. Agent.

POR RONDOUT AND KINGSTON,
Landing at Cranstons (West Point,) Cornwall, New
burgh, Mariboro, Millor, Pengshkeepsie and Esopus,
Connecting with Uniter and Delaware and Stony Clove R. R,
Steamboats JAMES W. BALDWIN and
Low and daily at 4 p. m., Pier foot of Harrison-st., N. R. EHIGH VALLEY RAILROAD.—Passenger trains leave dopot foot of Cortlandt and Deabrosses states to a m., 340 and 7 p. m. for Easton, Rethlehem, Allentown, Reading, Mauch Chunk, Wilkesbarre, Towanda, Waverly, Ithaca, Genava, Lyons, Buffale and the West. Pulman through coaches run daily. Local trains at 7 a. m. and 540 p. m. for Easton, Bettilehem and Coolay.

Trains leaving at 8:10 a. m., 1 and 3:40 p. m. connect for all points in Mahanoy and Hasiston coal regions. Sunday train local for Mauch Chunk 8:10 a. m. Leave Mauch Chunk at 4 p. m.

train local for Madde Conner of Church and Cortlandt sta.

General Eastern Office, corner of Church and Cortlandt sta.

E. B. BYINGTON, G. P. A. MARY POWELL.—For West Point, Cornwall, Newburg, Poughseepsie, Rondout and Kingston, landing at Cranston, Milton New-Hamburg and Hyde Park daily (Sundaye excepted). Leaves Vestrys 3:15, and West 22d-st. at 3:30 p. m. Connects at West Point or Cornwall, via N. Y., West Shore and Burfalo R. R. Tickets and baggage checked to Sangorties, Catskill, Albouy and all points West Also connects at Poughkeepsie with trains for the North; tickets sold and baggage checked to Khienbeck, Hudson, Albour, and all points West on the N. Y. Central R. R.—ENGUESTON TICKETS to West Point, returning via West Shore or Hudson River R. same day, \$1.35.

NO EXPRESS BAGGAGE RECEIVED AT 22d-ST. NORWICH LINE TO BOSTON, WORCES-TER NASHUA, PORTLAND and the WHITE MOUNTAINS without transfer. "City of Worcester," the travellers favorite, loaves Pier No. 40, North River, foot of Canalet, New York, on Tuesdays, Thursdays and Saturdays, and the popular "City of Boston" on Mondays, Wednesdays and Fridayant 6 n. "

ormat on referring to passenger or freight rates apply For information felering to possess. G. W. BRADY, Agent to NEW-YORK AND THOUSAND ISLAND Via New York, Ontario and Western Railway and daily line of steamers from Gawego (including Sunday), touching at Kingston, (Canada, Clayton, Alexandria Bay, Fleasantest Fourte to Thousand Islands, Night express, with Fullman sleepers, leaves New-York 7, m., arrives Oswego 7:45 a. in, boat leaves on arrival of train. Day express leaves New-York 78, 300 a. in.

Depots and terries in New-York 70, express leaves New-York 88, and west 42d.st. Time-tables, tickets, and copies of sea six, and West 42d.st. Time-tables, tickets, and copies of sea six, and West 42d.st. Time-tables, tickets, and copies of Brooklyn, No. 737, 6th-ave., 168, East 125th-st., 5 thion Square, In Brooklyn, 4 Court-st., Annex office, 838, Falton-st., 7 DeKalb-ave., and depots. Steamer begins trips June 29.

J. C. And BERSON, General Passenger Agent, 24 State-at.

PROVIDENCE LINE, Elegant Steamers RHODE ISLAND and MASSACHUSETTS,

Leave Pier 29, N. R., at 5 p. m. daily, except Sundays. F. W. POPPLE, General Passenger Agent, N. Y.

THILADELPHIA AND READING FROM STATIONS OF NEW-JERSEY CENTRAL DIVISION. NEW-JERSEY CENTRAL DIVISION,
FOOT OF LIBERTYST, NORTH RIVER.
Direct connection to and from Brockipp, via Annor Boats,
from Brockip Bridge Pier.
TIME TABLE-TAKING EFFECT MAY 11, 1834.
For PHILADELPHIA and TRENTON, "Bound Brock
Route," at 745, 930, 11:15 a. m., 1.30, 4.90, 4.30, 5.30, 7:00,
12:00 p. m. SUNDAYS at 8-45 a. m., 5:30, 12:00 p. m.
Direct connection at Wayne Junction for Germantown and
Chestnut Hill; at Columbia-ave. for Manayunk, Conshohocken and Norristown.

DRAWING-ROOM CA Brangil Des Trains and Selection.

hocken and Norristown.

DRAWING-ROOM CARS-on all Day Trains and SLEEPING CARS on Night Trains.

Meturning, leave PHILADELPHIA, Ninth and Green-sta. 7:30, 8:30, 9:32, 11:40 a.m., 1:15, 8:45, 5:40, 8:45, 12:00 b.m. SUNDAY, 8:30 a.m., 1:05, 3:45, 5:40, 8:45, 12:00 b.m. SUNDAY, 8:30 a.m., 6:30, 12:00 p.m. Turk and Berks-sta, at 5:10, 8:20, 9:00 10:30 a.m., 1:00, 5:20, 5:20, 5:20, b.m. b.m. SUNDAY, 8:13 a.m., 4:30 p.m. SUNDAY, 8:13 a.m., 4:30 p.m. SUNDAY, 8:18 a.m., 1:13 p.m. SUNDAY, 8:18 a.m., 1:13 p.m. SUNDAY, 8:18 a.m., 6:15 p.m. FUNDAY, 1:18 p.m. SUNDAY, 1:25, 9:18 a.m., 6:15 p.m. SUNDAY, 1:25, 9:18 a.m., 6:15 p.m. SUNDAY, 1:25, 9:18 a.m., 6:15 p.m. SUNDAY, 1:25, 9:18 a.m., 6:14 p.m. SUNDAY, 1:25, 9:18 a.m.,

MARANOY CITY at 183, 1800 h. m., 5,45, 400 p.m. For READING and HARRISBURG at 7:45, 9:90 l1:15 a. m., 1:00, 1:30, 4:00, 5:30, 5:45 12:00 p. m. Sundays at 5:30 p. m. For SCHANTON at 7:15, 9:00 a. m., 8:45 p. m. For WILKESBABRE and PITTSTON at 7:15, 9:00 a. m., 1:00, 1:80, 3:45, 5:45 p. m. Sundays at 5:30 p. m.

For DRIFTON at 7:15 a. m., 3:45 p. m. For TAMAQUA at 7:15, 7:45, 9:00 a. m. 1:00, 1:30, 3:45, 4:00, 12:00 p. m. For TAMAQUA at 7:15, 7:45, 9:00 a. m. 1:00, 1:30, 3:45, 4:00, 12:00 p. m.

For BETHLEHEM, ALLENTOWN and MAUCH CHUNK at 7:15, 9:00 a. m., 1:00, 1:30, 3:45, 5:30 p. m. Sunday at 0:350 p. m.

For ELEMINGTON at 7:15, 7:45, 9:00 a. m., 1:00, 1:30, 3:45, 4:00, 4:30, 5:30 p. m. Sundaya, 5:30 p. m.

For STATIONS ON HIGH BRIDGE BRANCH at 9:00 a. m., 4:00, 4:30 p. m.

For FLEMINGTON at 7:15, 9:00 a. m., 1:00, 1:30, 4:00, 4:30, 5:00, 5:30 p. m.

Sundaya, 1:36 p. m.

For SUMERVILLE at 9:00, 7:15, 7:45; 9:00, 10:30, 11:15 a. m. 1:00, 1:30, 2:30, 3:45, 4:00, 4:30, 5:30, 5:30, 5:45, 6:00, 7:00, 8:00, 10:30 p. m. Sundaya, 1:36 p. m.

For PLANINGTON at 7:15, 7:45; 9:00 a. m., 1:30, 5:30, 9:00 p. m.

For PLANINGTERLD at 6:00, 7:15, 7:45; 9:00 p. 9:30, 10:30, 11:15 a. m. 1:00, 1:30, 2:30, 3:30, 3:35, 4:00, 4:30, 5:30, 5:45, 6:00, 5:30, 5:45 a. m., 1:30, 4:30, 5:30, 9:00 p. m.

For PLANINGTERLD at 6:00, 7:15, 7:45, 9:00 p. m.

For ELEZABETH at 6:00 e15, 6:45, 7:15, 7:45, 8:00, 8:30, 9:00 p. m.

FOR ELEZABETH at 6:00 e15, 6:45, 7:15, 7:45, 8:00, 8:30, 9:00, 9:30, 10:30,

Grove) at 10:45 a m.

For FREEHOLD—At 8:15, 11 a m., 1:30, 4, 5 p. m.

For LAKEWOOD, FOMS RIVER and BARNEGAT at 8:15

For VINELAND and BRIDGETON at 1:30 r

NEW-JERSEY SOUTHERN DIVISION. From Pier Ne. 8, North River, via Sandy Hook. COMMENCING MAY 229, 1-84, Per SEABRIGHT, LONG BRANCH, etc., at 4:50, 10:15 a.m., 8:45, 4:45 p. m. Sundays, 9:00 am. Sao, 4:40 p.m. Sundays, 8:00 am.

For ATLANTIC HIGHLANDS at 4:30, 10:15 a.m. 3:45,
4:40 p.m.

For ELBERON, ASBURY PARK, OCEAN GROVE, POINT
PLEASANT, etc., at 10:15 a.m., 3:45, 4:45 p.m. Sundays
(Except Asbury Park and Ocean Grove) at 8:00 a.m.

For LAKEWOOD, TOMS RIVER and BARNEGAT at 3:45 p.m.

p m.

Tickets can be precured at foot Liberty.st., Fier No. 8, North River 91, 102, 207, 287-261, 271, 421, 721, 944, 1,317, and 1,323 Biroalway; 737 and 749 6th.ave.; I Rivingten.st.; 10 Greenwich.st.; 163, 298 East 125th.st. and principal Hotels in New York City. In Brooklyn at Nos. 4 Court.st.; 107 Broakway; 38 Fulton.st.; 210 Manhattan.ave.; 7 De Kalbaye, 1599, Atlantic.ave. In Hobeken, 254 Washington.st., N. Transfer Company will call for and check baggage from hotels or residence to destination.

J. E. WOOTTEN, C. G. HANCOCK.

Geogram Manager.

Geo. Pass. and Ticket Ag.

H. P. BALDWIN, G. E. P. Agt., 119 Liberty.st., N. Y.

WEST SHORE ROUTE,

NEW-YORK, WEST SHORE & BUFFALO RAILWAY
On and after May 25th. 1854.
Trailus leave Desbroases, Cortiandt and foot of West 42d state
For Chicago, Suspension Bridge, Niagara Palla, Buffalo,
Newark and Rechestar, 710.00 a. m. *8 p. m.
For Syracuse and Opeida, 7:40, *10:00 a. m.; *8 p. m.
Lutea, Canajoharie, 7:40, *10:00, 11:20 a. m.; *8 p. m.
Albany and Catakill. *7:40, *10:00, 11:20 a. m.; *65.m.
Albany and Catakill. *7:40, *10:00, 11:20 a. m.; *65.m.
Newburg, Kingsten, Highland, Poughkoepsie, *7:40, *10:00,
11:30 a. m.; 3:40, 4:25, *8 p. m.
*Daily Other trains daily except Sunday.
Trains lawving New-York at 7:40 a. m. 4:35 p. m. leave foot of
West fields, coily.
Buffet Parloy Cars to Syracuse and Buffalo.
Pullman Buffet Sleeping Cars to Syracuse, Oneida, Buffalo
and Cheago.
Tickels and time tables at stations and at effices of the company, Jersey City, Pennsylvania Railroad Station, Brooklyn,
No. 4 Court at. Annex office, foot of Fulton-st.; 8:38 Fultontet., and No. 7 DeKaib-sye; New-York City, Nos. 162, 207,
*27 6th-ave, No. 168 East 126th-at., Fennsylvania R. Station, tool Deabroness st., foot Cortlandt-st., and West Shore
Station, foot West 42d-48.

EIENBER MONETT, Gen. Pass, Agent,

HENBER MONETT, Gen. Pass, Agent,

24 State-st.

Steamboats and Railroads.

A.-HUDSON RIVER BY DAYLIGHT. Albany Day Line Steamers

ALBANY and C. VIBBARD. Daily (except Sundays.)

BALTIMORE AND OHIO RAILROAD.

MODEL FAST LINE TO THE WEST,
Via Philadelphia, Baltimore and Washington.

Trains leave from Pennsylvania R. R. Depot:
3p. m., except Sunday, for Washington and all points West,
7 p. m., DAILY FAST EXPRESS, through sleeping coaches to Chicago, Cincinnati, St. Lonis. Connects for all points West. points West.

12, MIDNIGHT, daily for Washington and all points West.
For Time Tables, Tickets, Sleeping Berths and Baggage
apply at company sonice, 21, 310, 851 and 1,140 Broadway;
4 Court at, Brooklyn; Pennsylvania Rallroad.

FOR BRIDGEPORT and all points on HOU-SATONIC and NAUGATUCK RAILROADS.—Steamers leave Catherine Silp at 11 a. m. 3p. m.; 23d-st., East River, 3:10 p. m. Fare lower than by any other route. FOR BOSTON AND ALL POINTS EAST.

via STONINGTON LINE.

FAVORITE INSIDE ROUTE.

Steamers leave daily (except Sunday) from Pier 33, N. R.

lay-st., at 5 p. m.

Jay-st, at 5 p. m. F. W. POPPLE, Gen'l Pass. Agt., 177 West st. NEW-HAVEN, STEAMBOAT CO'S STEAM-ERS, C. H. NORTHAM AND CONTINENTAL leave Peck Slip Pier No. 25, E. R., at 3 and 11 p. m. (Sundaya ex-cepted); connecting at New-Haven with special trains for MERIDEN, HARFORD, SPRINGFIELD, HOLYOKE, &c. Tickets sold and baggage checked at 344 Broadway, N., V., and 4 Court-at., Brooklyn. Excursion to New-Haven \$1.50.

NEW-YORK AND LONG BRANCH RR. NEW-YORK AND LONG BRANCH RR.

Pennsylvania RR., foot Cortlands

st and Desbroases. St.

For South Ambor, via Phila. & Reading R. R., St. St. 11:00

a.m., 1:30, 4:06, p. m. Sundays, 10:45 a. m. via Penn. R. R.

9:50 a. m. 14 m. 3:19, 5 p. m. Sundays a. m. 5 p. m.

For Matawan, &c., via Phila. & Reading RR., St. St. 11:00

a. m., 1:30, 4:00, 4:30, 5:00, 6 p. m. Sundays, 10:45 a. m.

via Penn. RR., 9 st. m., 12 m. 5 p. m. Sundays, 10:45 a. m.

For Red Bank, Loug Blanch, Ocean Grove, Asbury Park,

For Red Bank, Loug Blanch, Ocean Grove, Asbury Park,

Sea Girt, Point Pleasant, &c., via Philadelphia and Reading

RR., St. St. a. m., 1:30, 4:00, 9:00 p. m. Sundays, 0:0

atopping at Ocean Grove or Asbury Park, 10:45 a. m.

via Pennsylvania RR., 9 a. m., 12 m. St. 10, 5 p. m. Sundays

for Freehold, via Philadelphia and Reading RR., 8:15, 12

a. m., 1:30, 4:90, 5 p. m. For Keyport, via Philadelphia and

Reading RR., 8:15, 11 a. m., 1:30, 4:30, 5:00 6 p. m. For

Laxewood, Town River, via Penn. R. R., at 9:00 a. m., 1:200 M.

For Tous River, via Penn. R. R., at 9:00 a. m., 1:200 M.

C. HANCOCK, J. R. WOOD, H. H. NIEMAN.

G. P. & T. A., P. & R. R. R. G. P. & P. R. Act's Supk.

M.EW-YORK CENTRAL AND HUDSON NEW-YORK CENTRAL AND HUDSON

10:30 a. m., Chicago Express, and Buffalo: connects for daixus. Rochester, Niagara Falls and Buffalo: connects for Oswego.

11 a. m., Western New-York and Northern Express, with drawing room cars.
2:30 p.m., Albany, Troy, Saratoga and Utica Express, through drawing-room cars.
4:4 p. m., Accommodation to Albany and Troy.
6:6 p. m., St. Louis Express, with sleeping cars for Niagara Falls. Beffalo, Cincinnati (except Saturday), Toledo, Detroit and St. Louis.
6:30 p. m., Express, with sleeping cars for Rochester,
9:9 p. m., Facilic Express, with sleeping cars for Rochester,
9:9 p. m., Facilic Express, with sleeping cars for Rochester,
9:9 p. m., Night Express, with sleeping cars to Albany and
11 p. m., Night Express, with sleeping cars to Albany and
Troy, Connects with the morning trains for the West and
North except Saturday might).
Tickets on sale at Grand Contral Depot, No. 5 Bowling
Green, 25:2 and 425 Broadway, and at Westcott's Express
Offices, 3 Park-place, and 786 and 942 Broadway, and 796
Green, 25:3 washington and 730 Fulton sts., Brooklyn, and 79
Fourth-st., Williamsburg.

and 333 Washington and 70 Perurbast. Williamsburk.

Accommodations in drawing-room and sleeping cars can be precured at any of the ticket offices in New-York City, and as 538 Washingson-st. Brooklyn.

Baggage called for and checked from residence.

"These trains run daily. All others daily except Sunday.

J. M. TOUCEY.

General Superintendent.

General Passenger Agent. DOPULAR SHORE LINE.—For Providence,
Boston and the East. All rall from Grand Central Depot
Firee express trains daily (Sundays excepted) to the state of the same, 2 p. m. parlor car attached) and 10 p. m. (with palace sleeping cars). Sundays at 10 p. m. (with palace sleeping cars). Newport express leaves Grand Central Depot at

PENNSYLVANIA RAILROAD.

ing Cars, at 6 a. m. every day 4.
Williamsport, Lock Haven, 8 a.m. 8 p. m. Corry and Erice
8 p. m. connecting at Corry for Titusville, Petroleum Centre
and the Oil Regions.
Baltimore, Washington and the South, "Limited Washington Baltimore, Washington and the South, "Limited Washington Express" of Pullman Parlor Cars daily except Sunday, (a. m., arrive Washington 4:05 p. m. Regular, via B. and Y. R. R. da 6:20 and 8:30 a. m. 340 and 9 p. m. and 12 night. Sunday, via B. and O. R. R. 1 and 7 p. m. and 12 night. Sunday, via B. and O. R. R. 6:15 a. m., 9 p. m. and 12 night, via B. and O. R. R. 7 p. m. and 12 night, via B. and O. R. R. 7 p. m. and 12 night, via B. and O. R. R. 7 p. m. and 12 night, via B. and O. R. R. 7 p. m. and 12 night, via B. and O. R. R. 7 p. m. and 12 night, via B. and O. R. R. 7 p. m. and 12 night, via B. and O. R. R. 7 p. m. and 12 night, via B. and O. R. R. 7 p. m. and 12 night, via B. and O. R. R. 7 p. m. and 12 night, via B. and O. R. R. 7 p. m. and 12 night, via B. and O. R. R. 7 p. m. and 12 night, via B. and O. R. R. 7 p. m. and 12 night, via B. and O. R. R. 7 p. m. and 12 night, via B. and O. R. R. 7 p. m. and 12 night, via B. and O. R. R. 7 p. m. and 12 night, via B. and O. R. R. 7 p. m. and 12 night, via B. and O. R. R. 7 p. m. and 12 night, via B. and O. R. R. 7 p. m. and 12 night via B. and O. R. R. 7 p. m. and 12 night via B. and O. R. R. 7 p. m. and 12 night via B. and O. R. R. 7 p. m. and 12 night via B. and O. R. R. 7 p. m. and 12 night via B. and O. R. R. 7 p. m. and 12 night via B. and O. R. R. 7 p. m. and 12 night via B. and O. R. R. N. A. N. A. R. N. A. R. N. A. R. N. A. R. N. A. N. A. N. A. N. A. N. A

TO PHILADELPHIA.

Express Trains leave New-York via Desbrosses and Cortlands Street Ferries as follows:
6:20, 7:20, 5, 8:30 (9 and 10 Limited), 11, 11:10 a. m. 1, 8:30, 3:40, 4, 5, 6, 7, S and 9 p. m. and 12 night. Sundays, 6:15, 5, (9 Limited and 10 a. m.; 4, 6, 7, 5 and 9 p. m., ap. 4 2 night. Frains leaving New-York daily, except Sunday, 7:20, 8:30 and 11:10 a. m., 1, 2, 4, 5 and 7 p. m., connect at Trenton for Camden.

11:10 a. m., 1, 2, 4, 5 and 7 p. m., Connect at Trenton for Camden.
Returning trains leave Broadst. Station. Philadelphia, 12:01.
3:10, 3:20, 4, 4:35 (except Monday), 6:50, 7:30, 8:20, 8:30, 14, 3:10, 3:20, 4:45 (except Monday), 6:50, 7:30, 8:20, 5:30, 14, 5:20, 4, 4:55, 6:30, 7:30, 7:45 and 8 p. m. On Sunday 12:01, 8:10, 8:20, 4, 4:35, 8:30 a. m. 4, (5:20 Limited), 6:30, 7:40, 7:45 and 8 p. m. Leave Philadelphia via Camden, 8:30 a. m. daily except Sunday, Ticket offices, 4:35, 6:40, and 9:44 Broadway, 1 Astor House, and foot of Desbrosses and Cortlandt Streets, 4 Courtest, and Brooklyn Annex Station, foot of Filtons, Brooklyn: Bush's Hotel, Hoboken, Station, Jersey City Enigrant Ticket Office No. 8 Battery Place and Castle Gaten.
The New-York Transfer Company will call for and cheel baggang from hotels and residences.
CHARLES E. PUGH.
General Manager.

General Pass'r Agent.

STARIN'S CITY, RIVER AND HARBOR TRANSPORTATION COMPANY. Office Pier 18, N. R., foot of Cortlandt-st.

Consignments of freight forwarded as directed to any part

UNEQUALLED FACILITIES FOR DISPATCH.

Orders received for delivery of all kinds of freight and merchandise to any part of the city. SEA AND HARBOR TOWING AND RIVER AND HAR-BOR LIGHTERAGE.
Freight of every description promptly lightered to any point in the harbor at reasonable rates.
STEAMBOATS, BARGES AND GROVES TO CHAR-

TER FOR EXCURSIONS.
Steamer JOHN H. STARIN for NEW-HAVEN, leaves Pier
18, N. B., foot of Cortlandt-st, at 2 p. m. daily. [SUNDAYS] excepted.)
Freight for points on D. L. & W. R. R. received at Pier 19.

For New-Haven and points East, at Pier 18.

NORTH SHORE, STATEN ISLAND.—Eleven Miles for
Ten Cents, via Steamers from Pier 1, E. R., foot of White-CENTRAL SHIFYARD, Communipaw, N. J.-Dry Docks, Machine and Boller Shops, Everything appertaining to the construction and repair of vessels.

Construction and repair of vessels.

THE FRIE RAILWAY, better known as the NEW-YORK, Lake Erice and Western Rail-All-All Research of the first of th

Surfern 0-45 7:50 10:20 am 1:45 3:50 5 3:30 6:10 8:13 pm and 12 midnight. Sundays 5:45 8:30 10:20 am 1:45 6:30 8 pm and 12 midnight. Sundays 5:45 8:30 10:20 am 1:45 6:30 8 pm and 12 midnight. Sundays 5:45 8:30 10:20 am 1:45 6:30 8 pm. Newburg and Cornwail 7:50 9 am 3:30 4:30 6 pm. Sunday 8:30 am 5:45 pm. Sunday 8:30 am 5:45 pm. Sunday 8:30 am 5:45 pm 10:20 am 5:30 3:50 4:30 8 8:15 pm. Sunday 8:45 8:30 10:20 am 6:30 8 pm. Sunday 8:45 8:30 10:20 am 6:30 8 pm. The trains 9 am and 4:30 pm. Middletown 5:45 7:50 9 10:20 am 3:30 4:30 8 8:15 pm. Sunday 5:45 8:30 10:20 am 6:30 8 pm. The trains 9 am and 4:30 pm at man and 4:30 pm at man and 4:30 pm and 6:30 8 pm. The trains 9 am and 4:30 pm at man and 4:30 pm at man and 4:30 pm at man and 4:30 pm and 6:30 8 pm. Sunday 8:30 10:20 am 10:30 8 pm. Sunday 8:30 10:20 am 10:30 8 pm. Sunday 8:30 10:20 am 10:30 8 pm. The trains 9 am and 4:30 pm and 6:30 8 pm. The trains 9 am 10:30 8 pm. The trains 9 am 10:30

NORTHERN RAILROAD OF NEW-JERSEY, ORTHERN RAILROAD OF PRINCE OF England of Control of Con

Leave Fulton-st. Brooklyn (by annex). 8-0

"Vestry-st, pier. New-York. 8-3

"West 22d-st, pier. 9-0
For ALBANY, landing at Nyack and Tarrytown (by West Point, Newburg. Poughkeepsie, Rhinebeck, Cand Hudson.